

THE DELAWARE AND HUDSON RAILROAD BULLETIN



"The D&H"

MARCH 1, 1936

WINTER SPORTS
NORTH CREEK, N.Y.

Knocking

DON'T criticize your neighbors' faults,
No matter what they do,
Don't ridicule the masses or
Malign the chosen few.
Don't think yourself a censor for
The silly, human flock,
And just remember as you go,
That any fool can knock.
Don't laugh at those who make mistakes
And stumble on the way,
For you are apt to follow them,
And almost any day.
Don't think the other's shifting sand
While you are solid rock,
And don't forget for heaven's sake,
That any fool can knock.
Don't be a puller-down of fame
On other men conferred,
Don't give a parting kick to one
Who fell because he erred,
Don't think that you are perfect and
The only size in stock.
And now, once more, just bear in mind
That any man can knock.

—N. C. R. NEWS.



The
DELAWARE AND HUDSON RAILROAD
CORPORATION



BULLETIN

Racing a Runaway Freight

Alert Flagman Saved Lives and Property by Quick Action

TRAIN No. 6. Binghamton to Albany, was standing at the Nineveh station at dusk one day in the early 1900's awaiting the arrival of its connection from the Pennsylvania Division, when FLAGMAN JAMES DOWNS heard a series of sharp blasts of a locomotive whistle. Presently he saw the flash of a headlight coming rapidly down Harpursville Hill. Instantly he guessed the explanation—a 40-car freight which they had passed on the siding at East End after emerging from the tunnel, was out of control.

Running forward, he shouted to the engineer to get under way. A glance over his shoulder and the latter clambered into the cab, released the brakes, and opened the throttle. For an instant which seemed eternity the drivers slipped, spun, then caught hold and the train rapidly gained speed.

Meanwhile, MR. DOWNS, catching the rear platform, was watching the approaching runaway when someone screamed, "Jump for your lives—here comes a train!" MR. DOWNS blocked the passageway, holding the terrified passengers in check, until the headlight, at one time only a short distance behind, gradually disappeared in the distance. Stop-



JAMES DOWNS

ping at Afton for orders, they were told to go back to Nineveh as the runaway was safe on a siding. The incident was later mentioned in an official bulletin which commended MR. DOWNS and the engineer.

MR. DOWNS, who was born at Limerick, Ireland, March 24, 1859, and came to America at the age of three, began his 63-year railroading career at the age of thirteen, carrying water for the section of which his father was foreman. The Susquehanna Division track, built a few years before, was laid on dirt ballast, and the section gang of twelve men at Otego was kept busy keeping it in passable condition.

MR. DOWNS recalls, with a smile, his first pay day. Col. Coryell, who paid them, had seen service in the Civil War, and sometimes wore his uniform coat on the road. He greatly admired Col. Coryell, a fine soldier and every inch a gentleman.

For several years, beginning in 1877, MR. DOWNS was a laborer on a gravel train, working between Delanson and Cherry Valley. While at Cherry Valley he had to run through the deep gorge just outside of the village, ahead of the first morning passenger train, which left at 6:45, to see that no rocks had fallen on the tracks during the night.

Early in the eighties, MR. DOWNS tried unsuccessfully several times to get a job as a fireman, as his chief ambition was to become an engineer. Finally he decided to take what was the next best thing, a position as trainman with the possibility of becoming a conductor. In 1885 he was hired by Yardmaster "Josh" Whitney, at Delanson. After six weeks on the Albany-Delanson way freight, he became a regular member of Conductor James Furlong's crew in the Delanson pool.

In December 1885, MR. DOWNS was made night yardmaster at Delanson, a position he held until it was abolished. On the first night of the famous blizzard of '88, Superintendent Connors ordered out the Delanson snow plow, *Jake*. There were two pieces of snow-fighting equipment in the vicinity, named *Mike* and *Jake*. *Jake* was stored on a short track in the yard and the engine sent for it went off the track. That was that!

Meanwhile the passenger train corresponding to present day No. 308 stood at the Delanson depot, with three engines, unable to continue. When the water in the lead engine's tank ran low the engineer decided to go back to the water plug. After a bitter fight, he made it. The snow, MR. DOWNS noticed, was level with the number on the back of the tank. When the second engine started back the wheels rose on the ice and it was derailed. It was so cold that when a train did move the wheels wouldn't turn and as a result cars were scattered all over the yard with broken draftgear. Finally a message was flashed from Albany that "All trains are abandoned." It was three days before service was completely restored.

MR. DOWNS, while yardmaster, made a practice of "pitching in" with the boys when business was brisk, coaling engines, riding and switching cars, and taking numbers. While he was at Delanson, CONDUCTOR JOHN BELL, now retired, established what MR. DOWNS believes was a record for turning a crew: MR. BELL'S freight train, with two engines, was put away, the engines were turned, took coal and water, picked up another train, and cleared the yard on the return trip, all in 30 minutes.

When freight runs were extended beyond Delanson, MR. DOWNS returned to the train service, working for one year on No. 300, a mixed train leaving Oneonta in the morning for Binghamton, with eight or nine freight cars and a couple of coaches. They handled the first milk originating on the division for New York City, at Sanitaria Springs.

When the milk train was inaugurated, MR. DOWNS became the first milk messenger. No. 1, now 302, picked up milk cars en route from Coble-

skill to Binghamton, turning them over to the Lackawanna for forwarding to Hoboken.

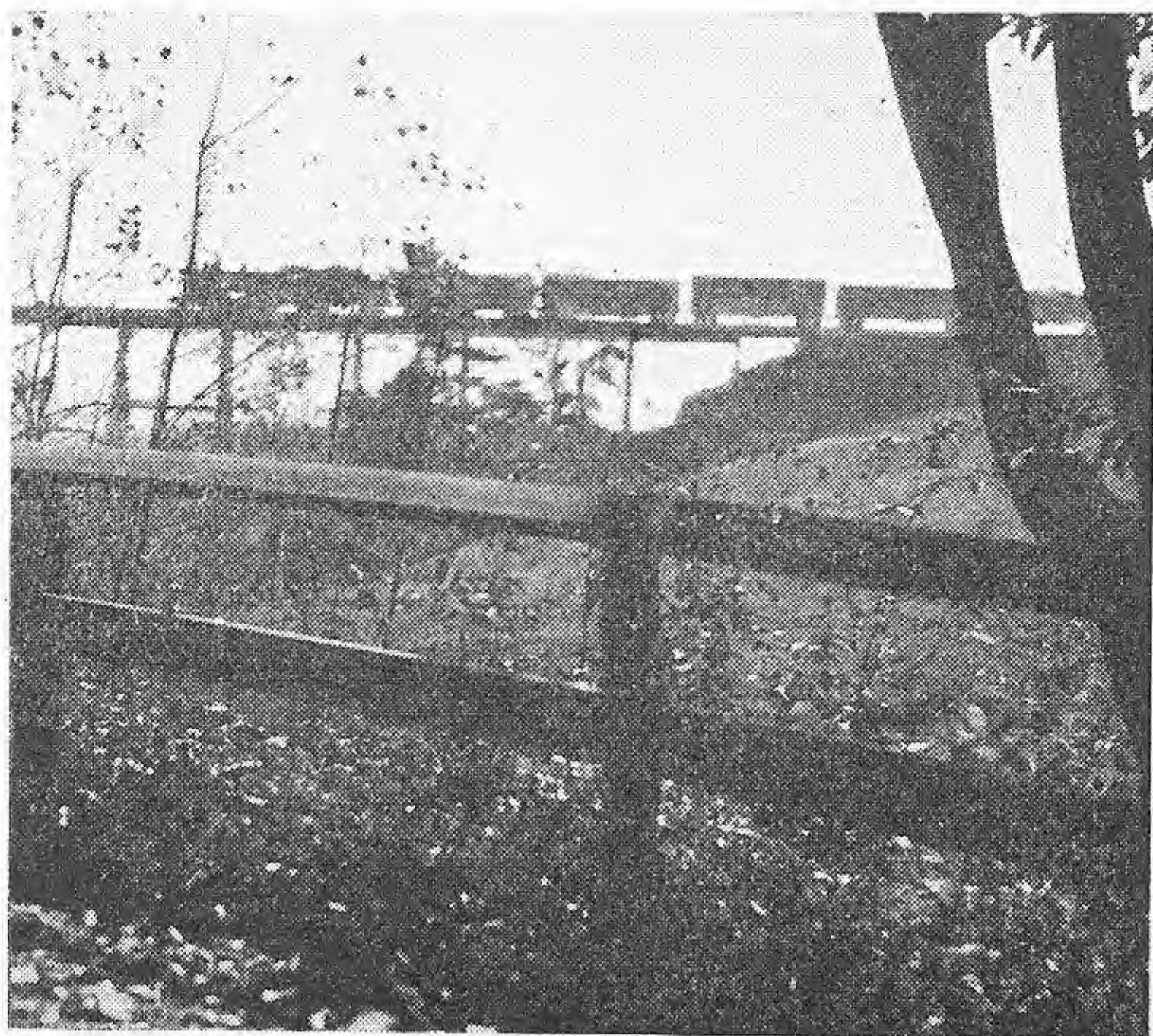
In 1903, MR. DOWNS went to work on the passenger train known as the *Cannon Ball*. Leaving Binghamton at 4:20 P. M. they arrived at Albany at 8:40, stopping only at Nineveh, Sidney, Oneonta, Cooperstown Junction, and Cobleskill en route. Later stops were made at other points and the schedule was readjusted. Except for a four-year interval between 1913 and 1917, when he was on the milk trains, MR. DOWNS' last 28 years of service before his retirement June 1, 1935, were spent as baggageman on various Susquehanna Division passenger runs.

While serving as baggageman on No. 305, December 28, 1920, MR. DOWNS felt a sudden application of the brakes at Port Crane one day. Looking out he heard the express messenger calling that his car was on fire. When the train stopped MR. DOWNS put out the fire with the extinguisher from the mail car. For his prompt action, which undoubtedly saved the contents of the car, he was awarded 10 merit marks.

Despite his 76 years MR. DOWNS remarks with pride that he can still see to read without glasses.

He is a member of the Delaware and Hudson Veterans' Association, the B. P. O. E., and St. Mary's Roman Catholic Church of Binghamton. He has four children: George, a Binghamton city court stenographer; Frank, an Endicott druggist; Mrs. Frank J. Doyle, of Albany; and Mrs. James Dunnigan, of Cuyahoga Falls, Ohio. He lives at 3 Cherry Street, Binghamton.

Silhouette



Way Freight on Harpursville Viaduct

Europe's Railroads

THE International Railway Congress Association, organized in Brussels, Belgium, in August, 1885, to "discuss improvements in the construction and working of railways," recently published a book commemorating its fifty years' activities, in which appears the following historical data on the first railway openings, by countries, in Europe. The present mileage, from latest information available, has been added under each country.

AUSTRIA

September 30, 1828	A portion of the Linz-Budweis line, laid on masonry and operated by horse-power, connecting the Danube and Moldeau rivers; entire line opened August 1, 1832; privately owned.
November 23, 1837	Vienna to Floridsdorf, its first steam railway, connecting the Ostrau-Karwin coal field with the Danube River; privately owned.
July 17, 1854	The Semmeringbahn, the first mountain railway in Europe; privately owned.
	By 1931 Austria had 4,180 miles of railroads; 3,621 were State-owned, of which 511 miles have been electrified.

BELGIUM

May 5, 1835	Malines to Brussels, the first public steam-operated railway on the European Continent,
May 7, 1836	Malines to Antwerp,
1838	Ghent to Ostend, and Tirlemont to Ans,
1839	Ghent to Courtrai, and Landen to St. Trond,
1840	Brussels to Tubize, a grand total of 204.5 miles, 51 of which were double-track; State-owned.
	The Belgian National Railway System now totals 3,102 miles.

BULGARIA

1866	Rousse to Varna, 138.6 miles,
1873	Lubimetz to Bellovo, 126.7 miles,
1874	Zlatidol (Tirnov-Seymen) to Yambol, 65.9 miles.

All were privately constructed under Turkish concessions before Bulgaria became an independent State in 1878. Under an 1885 law decreeing that all railways in Bulgaria should be owned and directly operated by the State, the first mentioned road was purchased by the State in 1888, and the two last mentioned, originally part of the Oriental Railways in Turkey, in 1908.

Bulgaria's railroad mileage in 1931 totaled 1,935; all State-owned and operated.

DENMARK

Not shown	1844	Altona to Kiel, connecting the North and Baltic seas; privately owned.
		Lubeck to Buchen; privately owned.
		Both of these lines traverse territory now a part of Germany.
June 26, 1847		Copenhagen to Roskilde, 19 miles; privately owned.

On January 1, 1935, there were 3,395 miles of railroad in Denmark, 1,505 of which were State-owned.

FINLAND

March 17,	1862	Helsinki (Helsingfors)—Hameenlinna line, 67.1 miles, single-track; State-owned,
	1863	Branch, above line, to port of Sornas, 1.86 miles; State-owned.
September 11,	1870	Riihimäki-St. Petersburg line, 230.5 miles; State-owned,
October 8,	1873	Hankoto to Hyvinkää; privately owned; taken over by State in 1875,
	1874	Kerava to Porvoo, 20.5 miles; privately owned; taken over by State in 1917,
	1876	Turku-Tampere-Hameenlinna line; State-owned,
	1883	Tampere-Vassa line; State-owned.
The railroads in Denmark on January 1, 1935, totaled 3,404 miles, all but 185 miles being State-owned.		

FRANCE

October 1,	1828	St. Etienne to Andrezieux, 13.23 miles, single-track, originally operated by horsepower; privately owned,
	1830-1833	Lyons to St. Etienne, 36 miles, double-track, except through three tunnels, originally operated by gravity, horse power and steam locomotives; privately owned. Over this road, on November 7, 1829, ran the first steam locomotive fitted with Marc Seguin's smoke tubes and a fan forcing air into the firebox. Use of horses was discontinued on August 1, 1844.
France now has six railway systems, with a total mileage of 26,177, built under various concessions which expire in 1959 and 1960. Two of these lines, 7,097 miles, are now operated by the State.		

GERMANY

December 7,	1835	Nuremberg to Furth, 3.7 miles; privately owned.
The present German National Railways Company system, comprises 33,431 miles of track, all the stock of which is State-owned. At the end of 1933, 1,176 miles, mostly in South Germany had been electrified.		

GREAT BRITAIN

September 27,	1825	Stockton and Darlington, 26.75 miles; both horse and steam power originally used; privately owned. Here, Stephenson's "Locomotion No. 1" demonstrated that trains could be run with smooth wheels on smooth rails.
September 15,	1830	Liverpool to Manchester; privately owned. On this road the famous Rainhill trials were held in which Stephenson's locomotive "Rocket" demonstrated the supremacy of steam as a motive power.
	1838	London to Birmingham; privately owned,
	1838	London to Maidenhead; extended, 1840, to Bristol; this road had track of seven feet gauge until 1892, when changed to standard,
	1838	London to Southampton; privately owned,
	1840	York to London; privately owned.

The former 120 independent systems in England and Scotland have been consolidated, under the Railways Act of 1921, into four large systems—the Southern, Great Western, London Midland and Scottish, and London and North Eastern—all privately owned, with a total track mileage of 20,419. Northern Ireland (Ulster) has 765 miles. In the Irish Free State the 26 companies, operating 3,028 miles, were consolidated in 1925 into one operating company, the Great Southern Railway.

HUNGARY

1845
July 15, 1846
September 1, 1847

Pest-Palota line, now the Rakospalota,
Pest-Vacz line, 20.5 miles,
Budapest to Szolnok.

Hungary, in 1933, had 5,381 miles of railroads, 4,375 of which were State-owned.

ITALY

October 4, 1839
May 19, 1844

Naples to Portici, 4.75 miles, double-track; privately owned; its first train hauled by the English built locomotive "Bayard."
Portici to Castellammare; later extended to Vietri, near Salerno; privately owned.

Both of these roads, operated by two successive concession holders, were absorbed by the Italian State Railways in 1905.

The State, on January 31, 1933, owned and operated 10,491 miles of railroads, 1,262 miles of which had already been electrified.

JUGOSLAVIA

September 15, 1884

The original railroads in this country, sections of the Turkish and Austro-Hungarian lines, were first absorbed in the Serbian and subsequently in the Jugoslavian systems.

Beograd—Nis—Vranje; privately owned; taken over by the State on June 2, 1889.

By 1930 the Kingdom had 6,276 miles of railroads, 2,051 of which were narrow gauge; 3,482 miles were State-owned, and 5,562 State operated.

NETHERLANDS

September 24, 1839

Amsterdam—Haarlem line, 11.5 miles; privately owned. At the present time 137 passenger trains are run daily over this line.

By 1932 the total railway mileage had increased to 2,372 and tramways totaled 1,981 miles.

NORWAY

September 1, 1854

Christiana (now Oslo) to Eidsvollbakken, 42.1 miles, a private enterprise in which the National Government and municipalities participated; incorporated in the Norwegian State Railway System, March 4, 1926.

In 1933 there were 2,483 miles of railroads in Norway, of which 2,246 were State-owned; 151 miles had been electrified.

POLAND

1845

Warsaw to Rogow,
Skierniewice to Lowicz,

1848

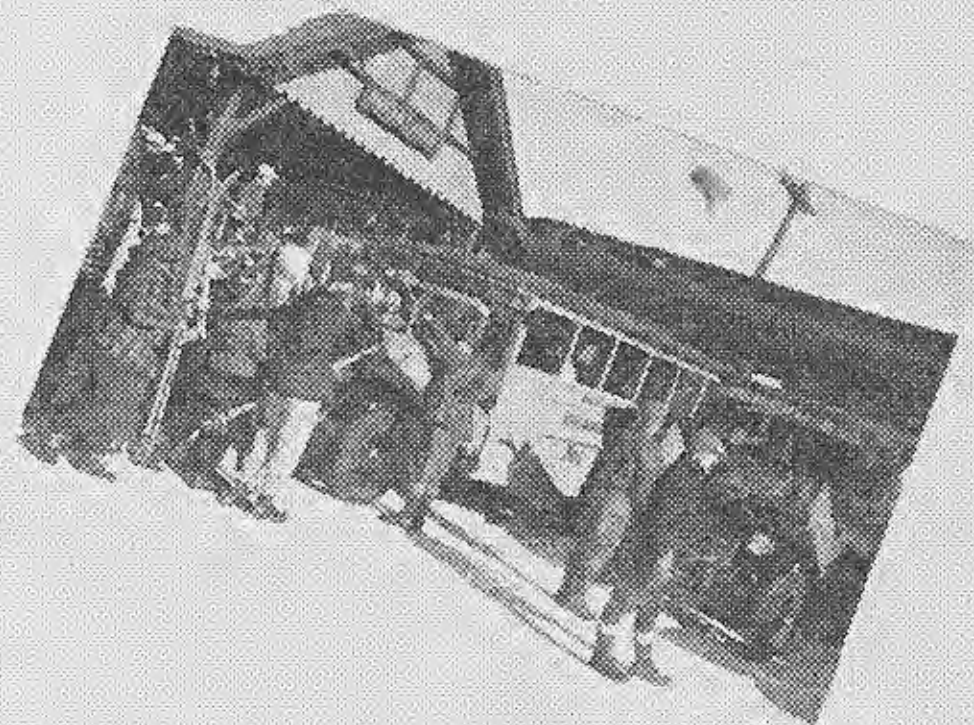
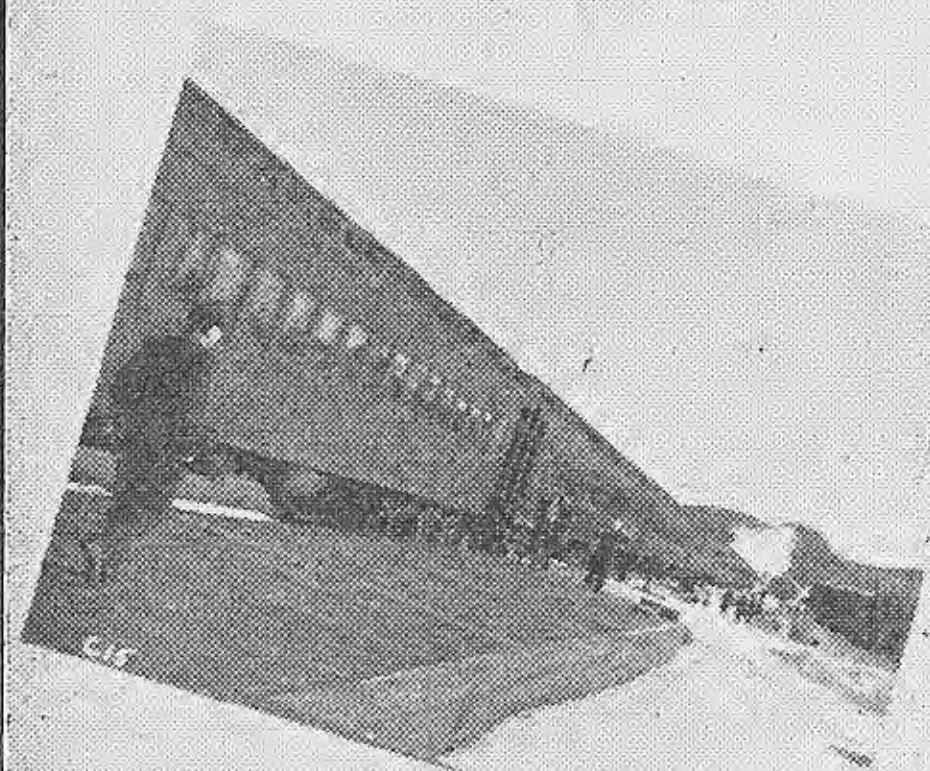
Lowicz to the then Austrian frontier; all Government-owned.

By September 30, 1931, the railway mileage in Poland had grown to 11,012 miles of standard gauge and 1,540 miles of narrow gauge, all State-owned.

(Concluded on page 44)

Thousands Enjoy

A black and white photograph of four young men in winter clothing standing in a line on a snowy field, leaning forward in a playful or competitive pose. They are holding hands or are very close together. In the background, there are bare trees and a building.



y Snow Trains

tion to these, Snow Trains have been operated from New York City to North Creek every two weeks providing enjoyable and inexpensive week-end trips.

Several new ski-trails have been laid out by the Gore Mountain Ski Club and a toboggan slide and skating rink are provided for those who prefer these forms of sport. Another innovation is the "skitow," an endless rope and pulley device, powered by an automobile motor, which pulls the skiers up the hill after each descent.



The

Delaware and Hudson Railroad

CORPORATION

BULLETIN

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PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Momentum

JUST read an article on fuel saving in which it was pointed out that keeping trains on time was an important factor, extra fuel being burned whenever the locomotive had to be worked harder than normally in an effort to make up a delay in a short space of time. The author estimated that the average cost of running off a ten-minute delay amounted to about \$4.30, the cost of 200 extra gallons of fuel oil consumed. Few of us have ever thought much about that side of the picture. Delays of a few minutes handling passengers, baggage, express, train orders and the like are made up "on the run," the train arrives at its destination on time and the extra cost only shows up at the end of the year in the form of increased operating expense and lessened net income.

A second and more obvious cause of unnecessary fuel consumption is the extra stop or slow-down. A train in motion represents a certain amount of energy called "momentum" put into it by the locomotive. The energy stored in a 1,200-ton train running at a 60-mile-an-hour rate is sufficient to move the train something over four miles on a straight, level track. This energy must be absorbed by the brake shoes, turned into heat and wasted in the surrounding air when the train is stopped. Thus the cost of the fuel alone for an unnecessary stopping and starting, plus the necessity of hard running to make up the delay, runs into a matter of about 6 or 7 dollars, without considering wear on brake shoes, wheels, air pumps and other equipment.

How many of us who have nothing to do with

train operation are losing the benefit of our momentum in our daily work? Are we making too many unnecessary stops; making up too many delays through excessive consumption of "fuel," which is generally nervous energy though we often exert ourselves physically in the same way? How can we arrange to avoid unnecessary delays, run on schedule, and cut down on the wear and tear on the human machine? It's worth giving a lot of thought.

Is It Fair?

ONE of the unexpected results of the introduction of new models by automobile manufacturers in the fall instead of the spring of the year has been a demand by them that the railroads equip more cars with special apparatus for loading their product at the quaint angles to which it has become accustomed on the over-the-road trailer.

It is pointed out by the motor industry that, with the roads snowed in and the waterways frozen, there remains no alternative but to ship by rail. Hence the need for special equipment.

Is it fair to expect the railroads to spend thousands of dollars on apparatus which can be used only for this single purpose, and then only for the season of the year when highways and waterways are impassable?

Yet this attitude is no different from that of many folks who fail to make use of rail facilities except when they can find no other means of transportation. They find fault because of infrequent or otherwise inadequate service, forgetting that their failure to use the service offered when it was more frequent resulted in the necessity for curtailment.

Your Problem

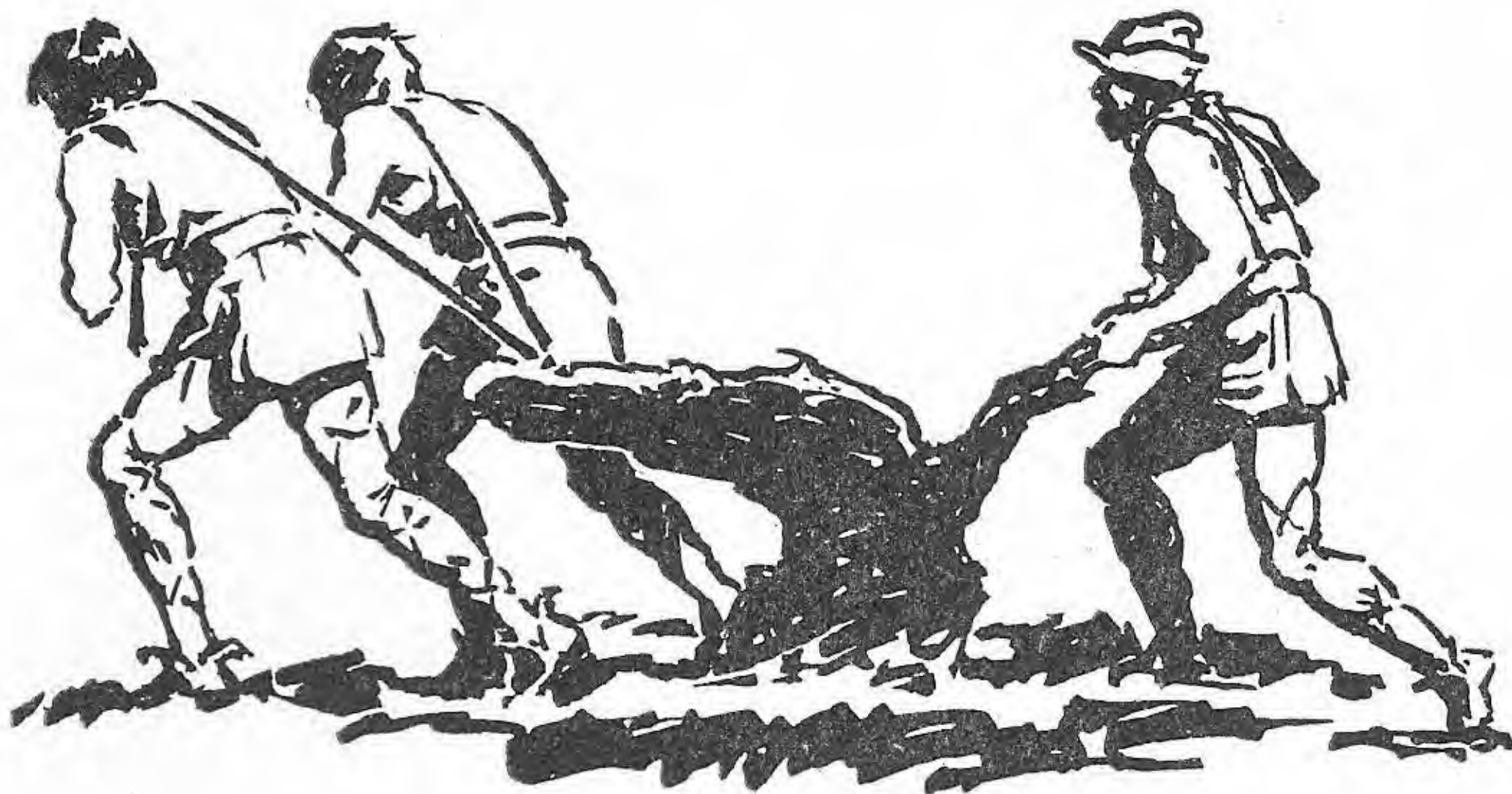
NEVER mind how much you could do, how bright your prospects would be, if only you had not made this mistake or had that bad luck. Your problem is never "what you might do if," but what you can do.

You have fallen in the fight, your knees are skinned, one eye is swollen shut, your shoulder bleeds, your back aches, you have made a wrong investment, trusted a false friend, been betrayed in love, acted the fool, and been asleep at the switch.

What now? Why, up and at 'em! The man who wins is the man who won't quit.

—Dr. Frank Crane.

Before the Dawn of Human Liberty



Imagine . . .

Liberty? They had none. They knew only that they had to work in the fields, day after day, without pay and without choice. They could not leave, to seek their fortunes elsewhere. They knew of no "elsewhere." And they had no money.

Darkness everywhere. Pitch black darkness, filth, and ignorance.

Disease everywhere, but no one knew about germs, or medicine, or surgery. Doctors? There were none!

No roads to travel beyond the horizon. No books or newspapers, no electricity or gas, no radios, telephones, railroads, automobiles. Nothing but black darkness at night and blacker darkness in daytime—the daytime "darkness" of complete ignorance.

Education was impossible, for no one knew enough of the world to teach anyone else anything. They had no opportunity to improve their lot in life, or to help their children. They were born without hope and they died that way.

All of them, even the lords who controlled their tiny farms, were under the iron hand of a king who ruled, they were told, by "divine right." His word was law. He could have them killed for any of 200 "wrongs," real or imagined. He even told them how and what and when they should worship.

They were the people of Europe. They lived in the Middle Ages, better known as the "Dark Ages," which began about 500 years after the birth of Christ and ended after a thousand years of standing still—ten centuries without progress and without human freedom.

Think of the Present . . .

Compare the condition of the average man in the United States with that of the people of 500 to 1,500 years ago. Progress in industry, farming, science, and government has marched side by side with progress in human liberty. Human liberty has meant not only the right of every man to choose his work, his religion, and his ruler but his right to own his home, his tools, and the materials he needs to make his life work more comfortable.

Troubled as we often think we are today, we in America still enjoy the benefits of mankind's hardest won and most precious possession—Liberty! Under the Constitution of the United States we are guaranteed more liberty than any other people anywhere on earth have ever enjoyed!! *It is a liberty hard won but easy to lose.* The lust for more and more power which sometimes seizes the people who govern is always a threat to our liberties. They forget the wise words of Thomas Jefferson: "*That nation is governed best that is governed least!*"

The constitution has been and still is the strongest safeguard against such a destruction of the liberties of the people that the world has ever known.

The opening wedge for the freedom we have today was driven when the barons of Old England in the year 1215 compelled King John to sign the Magna Carta (Great Charter).—*Swift Arrow.*

(A later article will discuss the meaning of Magna Carta, one of the greatest documents creating human liberty.)

Europe's Railroads

(Continued from page 39)

PORTUGAL

October 28,	1856	Lisbon to Carregado, 22.7 miles,
July,	1861	Carregado to Santarem, 29.5 miles,
November,	1862	Santarem to Abrantes, 84.2 miles,
July,	1863	Abrantes to Elvas, 165 miles,
September,	1863	Elvas to the Spanish frontier; all privately owned. At this time the gauge of the track was increased from 4 ft. 8 11/16 in. to 5 ft. 6 in.
July,	1864	Entroncamento, on the above mentioned line, to Vila Nova de Gaia, 139.8 miles,
November,	1877	Vila Nova de Gaia to Oporto over the famous 1,155 ft. Donna Maria Pia bridge across the Duoro River, Government-owned.

By 1932 the railway mileage in Portugal had reached a total of 2,121 miles, 843 of which were State-owned.

RUMANIA

October 19,	1869	Bucharest to Giurgiu,
December 10,	1870	Roman—Galatz line and branches; all State-owned.

In 1932 the railway mileage of Rumania totaled 6,902; all State-owned.

SPAIN

October 28,	1848	Barcelona to Mataro, 17.4 miles; privately owned; now forms a part of the Madrid—Saragossa and Alicante Railway.
February 9,	1851	Madrid to Aranjuez; privately owned.

Spain's railway mileage totaled 10,189 in 1930, all privately owned, but subsidized by the Government.

SWEDEN

December 1,	1856	Goteborg to Jonsered, 9.3 miles; subsequently extended each year by sections until opened to Stockholm, 283.3 miles, on November 8, 1862; State-owned.
December 1,	1856	Malmo to Lund, 10.6 miles; its extension to a connection with the Goteborg-Stockholm line at Falkoping, a total of 236.8 miles, was opened eight years later; State-owned.
March 5,	1856	A privately-owned standard gauge line, the termini of which do not appear.

By 1934 the railways of Sweden, all of which were State-owned, totaled 10,505 miles, of which 5,664 miles, all the lines south of Stockholm, had been electrified and work is now in progress on additional mileage.

SWITZERLAND

June 15,	1844	St. Louis to Basle, 11.2 miles; privately owned.
August 7,	1847	Zurich to Baden, 14.3 miles; privately owned.

In 1934 Switzerland's railroad mileage totaled 3,637 miles, of which about 1,900 miles, or about 50%, were State-owned. About 65% of the State-owned mileage had been electrified.

Speak Up for Courtesy

By HENRY MORTON ROBINSON*

WHILE we Americans are not internationally celebrated for our elegant manners, we have developed a fairly serviceable social technique to help us through our daily lives. Courtesy of a hearty, post-pioneer kind is a rather common thing with us—so common, in fact, that we are apt to be jolted when it isn't forthcoming. Indeed, usually we are so taken aback that we neglect our positive duty to do something about it. If enough of us habitually spoke up whenever we encountered public bad manners, there would soon be a great change for the better. * * *

Robert Millikan, the scientist, once remarked that the men who operate the filling stations have done more to teach the American people courtesy and good manners than all the professors in the colleges. A shrewd economic reason underlies Millikan's observation: gas station employees realize that their business is a highly competitive one, and that the slightest discourtesy to patrons will be reflected in waning revenue. Which accounts for the gallantry one usually meets with at a filling station.

Employees in larger organizations—stores, railroads, public utilities—despite the best efforts of executives, all too often fail to recognize that the public has a right to demand considerate treatment. One of the most disagreeable fellows I've run into recently was a ticket agent in a large railway station. Did the fact that I *had* to travel on his line give him a license to treat me with brusque indifference? At the time, I took his bad manners in silence, but I ought to have pulled him up short with a protest. Nothing smart-alecky or controversial. Just a straightforward assertion of my title to the courtesy that the officials of the road want me to have. Perhaps something like this: "The officers of this company are trying to build up a satisfied passenger traffic. If they could watch you selling tickets, they wouldn't exactly compliment you for the help you're giving them."

With millions of men out of work, there is no reason why a poorly-qualified person should hold a job. * * *

There is another side to the story: for every brush with discourtesy we probably experience a dozen instances of cheerful extra service, unsolicited, and—in most cases—unrewarded. A few weeks ago I bought a suit and received such excellent counsel and treatment from the salesman that I felt genuinely grateful. The man was a gentleman; it

was impossible to show my appreciation by tipping him, so I did something that we should all do much oftener. I wrote a brief note to the president of the store, mentioning my courteous salesman by name, and expressing pleasure at his splendid treatment of me. I am sure that everyone, including myself, profited by that simple note, and that the salesman in particular was heartened by the thought that his courtesy was not unvalued by his fellow man.

Courtesy is not the king of virtues, but it is certainly one of his noblest aides. I suppose its true function is to lubricate the surface of those countless casual human contracts in which our deeper emotions are not called into play. It is so valuable a human commodity that we are justified in extending ourselves mightily to promote it; if it comes freely we are fortunate, but when it is stingily offered we must not be afraid to demand a more generous share. I do not mean to suggest that we should go about the world bellowing complaints at tired, overworked servitors; there are dozens of occasions daily in which restraint and patient silence are the only courses open to the considerate man or woman. But if discourtesy is to be checked, heroic methods must be invoked. We must boldly speak up for good manners and let our voices be heard in every boorish corner of our world.

(*Extracts from an article originally published in "Review of Reviews" and reprinted in "Readers' Digest." We are indebted to both publications, as well as the author, for their courteous permission to reprint.)

The Difficulty

THE accepted theory is that all people are anxious for advancement, and a great many pretty plans have been built up from that. I can only say that we do not find that to be the case. * * * The vast majority of men want to stay put. They want to be led. They want to have everything done for them and to have no responsibility. Therefore, in spite of the great mass of men, the difficulty is not to discover men to advance, but men who are willing to be advanced.—Henry Ford.



"Be careful of your thoughts. They may break into words at any time."

Suppose, Mr. Speeder :

SUPPOSING your child should leave its own yard

For a romp or in search of a ball,
If its mother were busy and had not the time

To step out and give it a call;

Supposing some speeder should race down your street

As if he were taking a dare—

And crush the life out of your little child;

MR. SPEEDER, do you think you would care?

Supposing your mother were crossing the street—

Your mother, now feeble and old;

And some reckless driver should knock her aside,

Leaving her lifeless and cold.

Could you find an excuse for his careless act?

Would you really think it were fair?

Now, putting yourself in this fellow's place—

MR. SPEEDER, do you think you would care?

Supposing a loved one you hold very dear

Were a victim of some speeder's game;

And lay in bed just day after day,

All crippled and helpless and lame.

Supposing he never would walk any more,

No longer your pleasure could share;

Just lay there and suffer day in and day out—

MR. SPEEDER, do you think you would care?

How little you care for the other man's pain

In your reckless pleasure and greed;

How little you care when it costs someone else,

As you travel at dare-devil speed;

But just let it strike in your family some day

For you and your loved ones to share—

Then you'll slacken your speed and you'll take time to think,

And then, MR. SPEEDER, you'll care.

—Anonymous.

Using the Mails

WHEN you're sorry you mailed that letter, address a second envelope, the duplicate of the first, and rush with it to your postmaster, who will give you Form 1509 to fill in. Your duplicate is required for identification. The Post Office gets in touch with the station to which your first letter has been sent and with the carrier who would naturally deliver it. Letters to distant points are wired or even cabled for. The sender must pay for this, but for letters caught at the station of mailing, or within a city, there is no charge.

There is now a way to get from the Post Office

the new address of a person you've lost track of—for instance, the chap who skipped town owing you money. A forwarding address, hitherto held inviolable by the Post Office, may now be had by sending a letter "registered mail, return receipt **SHOWING ADDRESS WHERE DELIVERED.**" It costs 20 cents more than ordinary return-receipt registered mail, but many business firms and individuals are taking advantage of this service.

A certificate of mailing for ordinary mail of any class may be had at your local Post Office for one cent. It shows date and place of mailing, name and address of sender and person addressed; and is useful as proof of mailing income tax checks, legal notices, etc.

Many people have a mistaken idea that it helps the Post Office if they place the address on both sides of a package. As a matter of fact, it delays the transmission of the package: when a distributor sees an address but no stamp, he sets aside the package to be held for postage-due examination. This happens many times a day.—*Koppers News.*

Again, The Index

THE *Index* to Volume 15 of *The Bulletin*, including separate listings of all articles, poems and illustrations contained in the issues of 1935 is now ready for distribution. Items have been cross-indexed to assist in ready reference. Copies will be sent free on application to the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N. Y.

Objects of Envy?

THE government takes care of their property, superintends their education and religion, provides food and clothing, protects the weak from the aggressions of the strong, and abolishes, as far as it may, the injustices of destiny. All have equal rights; none have special privileges. They toil not, neither do they spin. The problems of existence are solved for them. The rate of wages, the hours of labor, the unearned increment, the rapacity of the monopolist, the wrongs of the toiler, the howl of the demagogue do not disturb them. They have ample leisure for intellectual cultivation and development, for communion with nature and for contemplation of art, for the joys of home, but they remain—Osage Indians.—Senator John J. Ingalls, about 1890.



"A beautiful thought, as we go along, helps us to build a beautiful character."

Clicks from the Rails

A Conductor's Report,

explaining a 20-minute delay to a fast passenger train, brought a smile to division officials who had intended to "call him on the carpet." The flagman, back to protect his train, had slid down an icy, 20-foot embankment and at every attempt to regain the track level skidded back down. After the flag had been whistled in vain the conductor raced back to find the flagman who, with the conductor's assistance, finally scaled the slippery bank. The report read: "Delay account flagman falling down embankment. No delay going down; 20 minutes coming up!"



Tickets Printed in 1875

are still being sold by the station agent at Penrhyndeudraeth, North Wales. Recently when a passenger bought a first class return ticket to Paddington, the agent crossed off the date 1875, substituting 1935. Only 62 of the 100 tickets in the book had been sold in the past 60 years. That book is good for many years to come.



A Railroader is Champion

handicap trapshooter of America. Jordan Royall, Seaboard Air Line passenger conductor, of Tallahassee, Fla., entered the Grand American Handicap Trapshoot without any of the advance publicity accorded other marksmen. A few days later he returned to his ticket-punching job with much publicity—he was champion.



The Last "Single Wheeler,"

the name applied to a locomotive with but one pair of driving wheels, has been retired after operation in British passenger service since 1888. In the past 57 years this engine, which was equipped with 7-foot drivers, had run 780,000 miles.

An Honest Porter

on the Baltimore and Ohio's Fort Pitt Limited recently found a pocketbook containing \$1,060 under some papers on a seat which had been vacated at the Laurel (Maryland) race track. Through the railroad police it was returned to the owner who had frantically reported the loss soon after leaving the train. The porter later received a check for \$50 from the owner.



A Locomotive Bell,

after many years' service on Long Island Railroad engines, recently called together the communicants of St. Simon's Church, Brooklyn, for the first time. The ancient bell was hung in a special cradle in the church tower. Plans are being made to secure other bells to harmonize with it.



The Largest Sun Dial

in the world is laid out in the station park of the Santa Fe at Dodge City, Kan. The face of the sun dial is 30 feet in diameter, the time indications being whitewashed stones set in the grass, while the pole which casts the shadow is 15 feet high.



A Stray Shot,

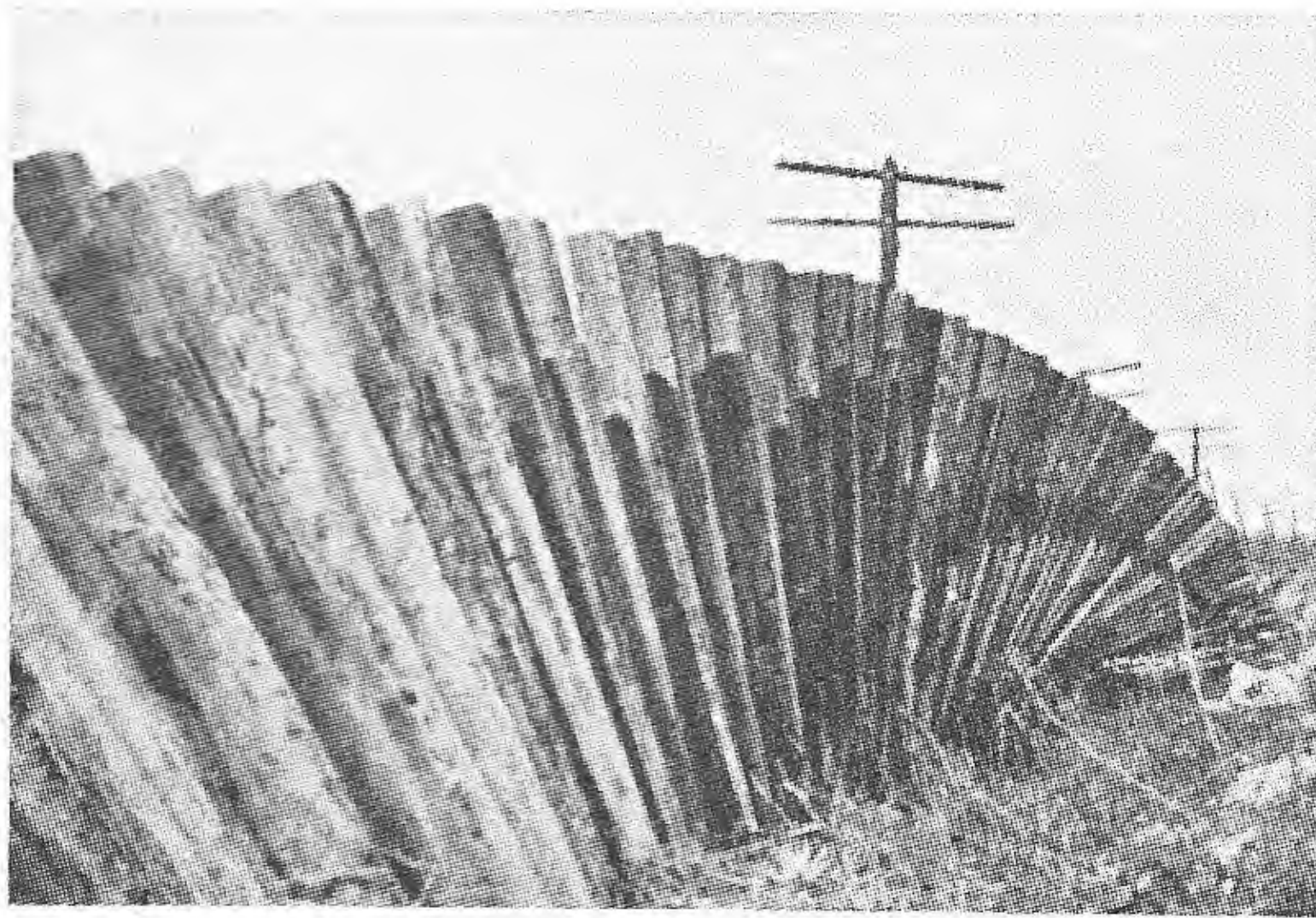
fired at a rabbit, hit an Erie Railroad automatic block signal cable, near Servin, Ind., stopping every train on 25 miles of line until the break was located and repaired. Detectives "got their man" and he paid for the materials required to repair the damage, \$3.50 worth, although the cost of stopping the trains was many times that sum.



The Longest Straight Line

of railroad track in the world stretches 300 miles across the Nullarbor plain, a vast, unpopulated district in Australia.

Elephant Fence?



No, this was what was left of part of the Florida East Coast Railway after the hurricane of last fall, ties standing on end.

Cheer Up!

*W*HAT if the day is cold
And you are feeling old,
And blue,
And disgusted, too!
We all do.

Take a brace!
Look trouble in the face
And smile
Awhile;
Nothing is gained by looking glum;
Keep mum!
Put your woes upon the shelf,
Keep your troubles to yourself,
And cheer up!

—SCRAP BOOK.